MAKE YOUR OWN SHAFT TYPE CONVERSION

Our MILE MARKER KIT is the result of over two years of experimental kits and testing. It has all the advantages of the best shaft type conversion kits, yet it uses all the original parts, with no new yokes necessary. It has none of the disadvantages of the crown type kits by being one unit. No thrust is applied to the bearing. Our bearing serves as a spacer to keep the chain sprocket clear of the planetary ring. No elbow for extra oil. Simple-Easy Installation. Fits all 203 Transfer Cases. Fits All Transfer 203 Cases.

- Increase Gas Mileage Up To 30%
- Improve Tire Life
- Get Better Handling
- Extend Drive Train Life
INSTALLATION INSTRUCTIONS FOR TRANSFER CASE CONVERSION

(THERE ARE TWO STYLES OF OUTPUT SHAFTS USED ON THE PN 203, OUR DIRECTIONS ONLY COVER THE BOLT TOGETHER STYLE)

TOOLS NEEDED:
- 1 5/16 Socket with Breaker Bar
- 9/16 Socket with Extension and Rachet
- 10” Crescent wrench or Channel Locks
- Rubber Mallet
- Gasket Sealer

DIRECTIONS:

1. Unbolt the rear drive shaft from the transfer case yoke, wrap tape around the U-joint cups and wire the drive shaft up and out of the way of the tail housing.

2. Unscrew the speedometer cable retaining nut, then remove the cable from the side of the tail housing.

3. Remove yoke with 1 5/16 socket and breaker bar. (Figure 1)

4. Unbolt the 8 bolts that retain the tail housing assembly to the Transfer Case. Remove entire tail housing (tap with a rubber mallet to loosen, if necessary). (Figure 2)

CAUTION: Some oil will spill.

Note: On Ford 203 Transfer Cases with optional lock-out light switch in the differential housing, both the switch and the poppet ball plug, spring, etc., must be removed before the housing can be removed from the chain housing.

5. Remove near output shaft. (Figure 3)

Note: 15 needle bearings will fall out. Catch these in your hand. Save these.

6. Remove planetary gear ring by pulling straight back. (Figure 4)
7. On 1973 and early 1974 models, remove the spacer from shaft and replace with later model (74-80) spacer. The correct spacer measurements are 1.74 in O.D., 1.51 in I.D., 0.31 in wide. (Figure 5)

**Note:** On all models, this spacer must be used; never reassemble without it.

8. Install 3 piece spacer assembly. Dip in clean oil before installing. (Consist of one steel ring + roller bearing + another steel ring or one thick steel ring [install first] + roller bearing + thin steel ring.) (Figure 6)

9. Disassemble planetary gear ring; set aside spider gears, curved washers, needle bearings. Reassemble as in Figure 7 and 8. Torque the 4 bolts holding the assembly together to 35 ft lbs. (Figure 7and 8)

**Note 1:** The cross piece (Figure 9) must have the long side facing the rear output shaft when you install the transfer case wedges.

**Note 2:** The unit will fit together snug. However, if you have excessive wear, it may be necessary to make and install thin shims behind he wedges.

10. Install needle bearings (15) in rear output shaft. Install unit on main output shaft. (Figure 10)

**Note:** Leave all stock shims on shaft behind speedometer gear.

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To ensure adequate lubrication to all non-moving parts, it is recommended the shifting lock lever be engaged for a few miles, once a week!
OPERATIONS:
11. Clean transfer case and install new gasket (gasket sealer will hold it in place).

12. Install tail housing and tighten all 8 bolts. (Figure 1)

13. Check end play (move rear output shaft in and out). You need .010 to approximately .050. No end play - too much? Remove 6 bolts that hold rear section of tail housing; now remove or add shims from behind speedometer gear as needed and reassemble.

Note: If the transfer case is on a bench, and not installed on a vehicle, the carrier may have dropped. Reach into the case and spin the spider gear while lifting up on it. Feel for the alignment pin to click into place.

14. Replace yoke and tighten to 120 ft lbs.

15. Install drive shaft and speedometer cable.

16. Refill transfer case oil to proper level.

WARRANTY INFORMATION:
Mile Marker/Selectro hubs, and Conversion Kits limited warranty

Mile Marker Industries warrants directly to the first purchaser that all Mile Marker Conversion Kits will be free from defect in material and workmanship appearing under normal use and service for a period of one year. Please register your warranty on our website at www.milemarker.com at the time of purchase or within 30 days by the end user. If you discover a hidden defect, Mile Marker will, as its option, repair or replace the product or necessary replacement parts at no charge to you, provided you remove the product from the vehicle and return it prepaid to Mile Marker Industries. If the product was purchased in the United States, the owner must contact our warranty department to get a Return Goods Authorization (RGA) Number before returning the product. If the product was purchased outside the United States, the owner must return the product to the original place of purchase.
Remove Parts Shown:
- Dust Cap
- Snap Ring
- Cap Screw (6)
- Lock Washers
- Drive Flange
- Gaskey

Installation:
1. Remove cap from body assembly
2. Install hub body and gasket on wheel using cap screws and lock tabs.
3. Replace snap ring.
4. Install cap and gasket with six cap screws.

NOTE: When reassembling your hubs, make sure that the spring pin is in alignment with the wide-slot groove. If it does not turn, place it in the other wide-slot groove on the opposite side.

Service Instructions:
Hubs should be serviced at same time as wheel bearings. Clean and coat axle gear bearings with grease. The hubs should never be packed with grease. We recommend checking wheel bearing adjustment and locknut torque to be sure they are within vehicle manufacturer’s specifications. Engage hubs one mile monthly.

Operating Instructions:
- **2-Wheel Drive:** Both control dials set in free position and transfer case in 2-wheel drive.
- **4-Wheel Drive:** Set both hubs to lock and shift transfer case to 4-wheel drive. DO NOT drive on pavement or other hard surface roads in LOCK, this can result in severe binding up and damage of the gear train.

Never drive with one hub only engaged, as this can damage the front differential.

Never drive unless the control dials are in either fully locked or fully free position. If the hubs are partially engaged, hub damage may result.
MILE MARKER/SELECTRO HUBS
Conversion Kits Limited Warranty:

Mile Marker Industries (M/M-Selectro) warrants directly to the first purchaser of each M/M-Selectro locking hub that the M/M-Selectro locking hub will be free from defects in material and workmanship appearing under normal use and service for as long as said purchaser owns the locking hub. This warranty extends only to the first purchaser. If you discover a covered defect, M/M will, at its option, repair, replace hub parts at no charge to you, provided you remove the hub from the vehicle and return it prepaid to Mile Marker Industries. Please attach your name, address, phone number and a detailed description of problem relating to malfunction and a copy of a bill of sale, bearing the appropriate M/M serial numbers as warranty service. To obtain and warranty coverage it is absolutely necessary that you present proof of purchase acceptable to M/M, such as a copy of the purchase receipt.

Conversion kits warranty for 90 days only. 427, 428, 95-37044 and classic hubs warranty one (1) year only. This warranty applies only to locking hubs manufactured by M/M, which can be identified by the M/M-Selectro trademark, trade name, or logo affixed to them. M/M does not warranty any products that are not M/M products. This warranty does not apply if the product has been damaged by accident, abuse, misuse, collision, overloading, failure or inner or outer bearings, bent wheel or rim, or improperly serviced front axle, misapplication, over lubricating, lack of Loc-tite on cap screws, improperly installed, or has been improperly used, has been improperly serviced or has been modified without the written permission of M/M. This warranty does not apply if any M/M serial number or identification has been removed or defaced. The finish on the product is excluded from this warranty. In addition, commercial or industrial use or applications of the product without the written approval of M/M voids the entire warranty.

Except as expressly stated herein, there are no warranties, expressed or implied including implied warranties of merchantability and fitness for a particular purpose which by law may not be excluded is limited in duration to one (1) year from the date of original retail purchase of this product.

The warranty and remedies set forth above are exclusive and in lieu of all others, oral or written, expressed or implied. No M/M dealer, agent or employee is authorized to make any modification, extension or addition to this warranty.

In no event is M/M responsible for special, incidental or consequential damages resulting from any breach of warranty, or profits, down time, good will, damage to or replacement of equipment and property, loss of use of the product or any associated equipment, or cost of substituted product.

Some states do not allow the exclusion or limitation of incidental or consequential damages or limitation on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you. The warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

Warranty inquiries should be directed to:
Mile Marker Industries
2121 Blount Road
Pompano Beach, FL 33069
PH: 954.782.0604
FAX: 954.782.0770
www.milemarker.com/warranty

WARRANTY REGISTRATION
This warranty registration must be mailed to Mile Marker within fifteen (15) days of purchase to be valid.

Purchaser __________________________

Store where purchased __________________________

Purchaser’s address __________________________

Purchaser’s vehicle __________________________